Another Citizen Voices Cheerful -I am reliably informed that the ter-

the Whole Country Traversed -

"To the Editor:

and sympathy to 'Old Subscriber' and his compatriots, realizing the earnest and strenuous work that must have been necessary, to overcome the opposition to the scheme by Portland capitalists, and others, who thought their railroad to Astoria.

"I have no doubt the opposing parties now see their error and are pleased that the railroad was built. Nevertheless, all that ancient history as to how Astoria got her railroad does not interest me very much. What I, as a am interested in is, what can be done

the only latent resources of this part of Oregon, is the timber and fish, and any proposed scheme that will help to develop those resources should command the instant and earnest co-opera-

ritory between Astoria and Tillamook. and from the coast line to the Willammett Valley contains the largest and most valuable body of standing timber in Oregon, and that a railroad from Astoria and Tillamook would practically control the whole output from that region.

"The rivers emptying into the Pacific What the Road Means to Astoria and Ocean (such as the Nehalem, and other rivers in Tillamook which head in the Strong Argument in Favor of its Im- coast range), are good 'driving' streams mediate Launching-Notes of Interest for logs nine months of the year. Some of them a distance of 60 miles

"The saw mills could be built on the The Astorian seems to be rousing a railroad and the logs floated down the bit of interest in the Astoria-Tillamook streams to them and when manufacrailroad, enough, at least, to indicate tured, would be hauled on a water level that people beyond the point of in- grade to Astoria for export, or sent ception, "Commercial and Tenth East, also over a water level grade by streets," are thinking the matter over, the Northern Pacific Railroad, after The following has a hearty smack to it the new North Bank Road is comand the aptitude of it is quite appre- pleted which is now in course of construction and will be ready for business in a year or so. Therefore, I am "I am not a subscriber to your paper, in favor of the Astoria & Tiliamook but trust you will give space for a few Railroad, which would make Astoria remarks. I read the 'tale of woe' of and Tillamook great timber centers and 'Old Subscriber' about railroad mat- where large factories would be estabters, especialy the part relative to the lished to manufacture every thing that 'old story' as to how the Astoria and is made of wood, giving employment to Columbia River Railroad was built, and thousands of people and millions of

"I beg to tender my sincere respects (that 'no new blood was added to the commercial life of Astoria after the completion of the Astoria & C. R. R.

"The Hume mill has been built since I came to town. The Clatsop mill has been rebuilt, also the mill at Warrenton, and some of them are running day business interests and investments and night, and enlarging their plants, would be injured by the building of a also. Fish cold storage plants without number have been erected (which would not have been the case if they could not have shipped direct by rail), giving employment to many new people and adding to our wealth in many ways, especially in the money received by the fishermen for the raw material. Chinewcomer, and a resident of Astoria, nook salmon, I am told, was formerly sold to the cannerymen at 3 cents per now to advance the business of this pound, which now bring 7 cents, therecity and county? Not what has been by enriching Astoria to that amount

enough to build another railroad in

"None of the things above enumer ated would have taken place if the rails road had not been built, so I hope 'Old Subscriber' will take heart of grace, and gird up his loins' for a new start, as he and his friends built better then he seems to think-and Astoria. The stone that the builders so often repected, may yet become the chief stone of the corner in the shipping and commercial structure of this great northwest coun-NON SUBSCRIBER."

Here is a cheerful and encouraging note for you! This is the kind of pluck that makes for good citizenship and the success of local, commercial effort! The Astorian is as susceptible to cheer as anybody, especially on a matter of such downright importance as is this road to Tillamook,

It is not seeking to enrich itself in the carnest endeavor to start public recognition and backing for this fine project; other than that which may accrue to it by reason of the local expansion consequent upon the fulfillment of the plan. The Astorian is simply Astorian enough to lend its voice and influence to anything essentially Astorian; and the railroad to the Nehalem and to Tillamook is, far and away, the paramount scheme within the public purview at present.

The least that can be done by such an idea as this, is to give it timely and trenchant thought and the consideration that belongs, at all times, to quesions of popular concern, balance the positive and negative issues involved in it, making due use of each and every conclusion for and against it, and sum up the residium. If this is found to make for the potency and profit of the undertaking, then there is no altenative left to the honest and up-to-date citizen, but to sail in and do his utmost for the enterprise. If the final conclusion shall be against the plan it is quite a simple matter to drop

The Astorian is going to give a few days for just such thought as is here suggested and will then seek positive and personal expression from sources supposed to be intimately partial to the prosperity of Astoria, and the consensus of opinion then brought to light will govern its future treatment of the

But, in any premise, be it understood that this paper will not yield one iota of its abounding faith in the necessity and feasibiliy of the road, nor in the fundamental pre-requisite for an Astoria initiative. This faith will endure until the day the last rail is laid and the first trains enter its terminals, AND THEN SOME.

FOR ASTORIA STUDENTS.

New Arrangement for Entering the University of Oregon.

llowing letter from Presid P. I. Campbell of the University of Oregon, has a significance of value to many young people of Astoria who aspire to university advantages in the pire to university advantage.

near future. It is addressed to Prof. Garman, who is doing his duty in the premises:

"Eugene, Ore., Dec. 30, 1905, Mr. I. N. Garman, Principal of High School, Astoria, Oregon,

"Dear Sir:-Will you kindly call the attention of your mid-year graduating class to the fact that under the new arrangement of courses at the University of Oregon it is possible for a student to enter the university to good advantage at the beginning of the second semester (Monday February 19th),

"It often happens that students are obliged to miss a half-year at some time during their course in the university, in which event the half-year gained by entering in the spring proves of much value to them in preventing an inconvenient delay in graduation.

"A sufficient number of freshman courses in the university are arranged on the semester plan to enable a student entering in February to avail himself of a very fair range of subjects from which to select his course,

"We shall greatly appreciate whatever publicity you can give to this announcement, both in your High School and through other local agencies. Very respectfully yours,

"(Signed), P. L. CAMPBELL,"

A Grim Tdagedy

is daily enacted, in thousands of homes, death claims, in each one, another victim of Consumption or Pneumonia. But when Coughs and Colds are properly treated, the tragedy is averted. F. G. Huntley, of Oaklandon, Ind., writes: "My wife had the consumption, and three doctors gave her up. Finally she took Dr. King's New Discovery for Consumption, Coughs and Colds, which cured her, and to-day she is well and strong." It kills the germs of all diseases. One dose relieves. Guaranteed at 50e and \$1.00 by Charles Rogers, iruggist. Trial bottle free,

Morning Astorian, 75 cents a month.

Tug Samson Left Yesterday For Scene of Wreck.

Items With a Tang of Salt Air and Steamers All Busy and Running Close to Schedules

VICTORIA, B. C., Jan. 8.—Diver Mo-Hardy, of the British Columbia Salvage Company, leaves on Thursday in an endeavor to locate the wrecked steamer Portland. That the wrecked steamer Portland can be saved and at no great expense is the opinion of Capt, J. Genereaux, who is representing the San Francisco marine underwriters. Capt. O. J. Humphrey, agent for the vessel, has returned from the scene of the wreck, to Seattle, on the steamer Farallon. While in the north they made careful examination of the vessel.

"We are so confident that the Portand can be saved," said Capt, Genercaux, "that a tug equipped with a complete wrecking outfit will be sent north next Wednesday or Thursday, and the work of saving the ship will begin at once. The reports of the vessel's condition have been exaggerated. There is one hole in the hull just abaft the foremast. This is the most serious rent. There are two or three small holes which can easily be mended. In my opinion the ship can be saved at a comparatively slight cost. Her bow is slightly twisted but the statement that the ship's back is broken are

Surveyor S. B. Gibbs also stated that, in his opinion, judging from the reports he had received, there is but little doubt that the ship can be saved. Divers have been secured in Vancouver and Victoria and the tug Samson of Astoria has been chartered for the work. She will arrive here Wednesday and will leave as soon as the equipment can be placed

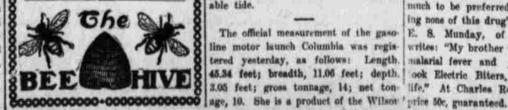
The Great Sale at the New Bee Hive.

Have you been treating yourself to some of these Bargains? If not come in and be surprised.

Bargains in every department. Special bargains tomorrow in women's coats, children's coats and dresses.

See our window for millinery "Any Hat 89"

A lot of children's hats 15c.



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Of all Great Sales

Going on Now

REDUCTION REDUCTION REDUCTION

Look at our Window and Special \$4.65 Suits

P. A. STOKES

REDUCTIONS REDUCTIONS REDUCTIONS

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board. Capt, Genereaux will superintend the work.

The ship lies in a sheltered position and there is very little danger of her breaking up unless an exceptionally heavy gale should arise. At low tide she is almost high and dry.

for the Sound, bent upon the work above outlined,

FLOTSAM AND JETSAM

The French bark Bretagne came down the Harvest Queen's lines yesterday.

The steamship Senator got away for San Francisco early yesterday morning.

The steamer Jeannie came down from Portland and went directly to sea yesterday morning.

The barkentine Admiral was an out goer yesterday in the wake of the bar tug Wallula.

The steamer Daisy Mitchell went to ea on the forenoon tide yesterday. loaded deep with good Oregon lumber.

The steamer Czarina should be down omorrow from Portland, en route to provided she is not bar bound at one San Francisco.

The steamship Columbia is due at the O. R. & N. piers here this morning, leave San Francisco next Monday for from San Francisco.

The British bark Afon Alaw went up to Portland yesterday on the hawsers of the Oklahama.

The revenue cutter Commodore Perry is in the Sound country on a week's and resume her work in the lower cruise.

The steamer F. A. Kilburn came in yesterday noon from Coos Bay and day afternoon by Foard & Stokes, from dropped a big wad of local freight before proceeding to the metropolis.

Francisco, until her owners, the Pacific reach the Sound port. Coast Navigation Company shall find other service for her.

The British ship Clan Graham, Captain McIntyre on the bridge, came down yesterday under tow of the Harvest benefit in malaria, for it exerts a true Queen. She is anchored in the stream curative influence on the disease, drivand will leave out on the first avail- ing it entirely out of the system, It is able tide.

A Few Boxes of **Baldwin Apples at** The tug Samson left here yesterday \$1. per box

> **Fancy Naval** Oranges at Low Prices.

ASTORIA GROCERY

Phone Main 681

523 Commercial St.

Bros, yards in this city and is of 25 horse-power. She is owned by Peter Anderson and will be used in the local fishery trade.

The steamer Alliance is due here tomorrow from Eureka and Coos Bay, of those ports,

It is said the steamer Roanoke will Portland, on her old Portland Los Angeles run.

The steamer Alice Cummings is now in Portland. She was towed into that port yesterday morning by the Oregonian and will undergo immediate repairs

A telegram was received here yester-Anacortes, reporting the safe arrival there of the launch Lorenz which left here on Sunday last at 11 o'clock a. m.

The Costa Rica is tied up at San It took Captain Tabell just 27 hours to

Sickening Shivering Fits

of Ague and Malaria, can be relieved and cured with Electric Bitters. This is a pure, tonic medicine; of especial much to be preferred to Quinine; having none of this drug's bad after-effects, The official measurement of the gaso E. S. Munday, of Henrietta, Tex., line motor launch Columbia was regis- writes: "My brother was very low with tered yesterday, as follows: Length malarial fover and jaundice, till he 45.34 feet; breadth, 11.00 feet; depth. ook Electric Biters, which saved his 3.05 feet; gross tonnage, 14; net ton life," At Charles Rogers, drug store;

GRADUALLY TAKING SHAPE

the non-fulfillment of his hopes incident capital.

The Creat January

Is Just in Its Infancy

THE ENTIRE STORE PRESENTS THE APPEARANCE OF A VERI-

GreatSale of Dress Goods

Continues Another Week

Eoliennes,

AND 'A HOST OF OTHER FABRICS SO MUCH THE VOGUE NOW.

20 PER CENT LESS

Than the Regular Price.

Special 20 per cent discount

on Lace Curtains

Big Reductions in the Crockery Departmen.

The FOARD & STOKES CO.

ASTORIA'S GREATEST STORE.

Where the New things Make Their Debut.

IN EVERY IMAGINABLE SHADE, ALL GO ON SALE AT

Broad Cloths,

Coverts

TABLE BARGAIN SHOP

Mohairs,

Cravenettes,

tion of every resident of the county.

"'Old Subscriber' bewailed the fact

done. In the first place, I recognize that which, in the aggregate, would be

WILD YESTERDAY

Water is Them-Bay and River

The W